[For Additional City Intelligence see Prith Page.]

ABOTHER DISCUSSION UPON THE DUMMY QUESTION.—The sait question having run its length the subject of running locomotives into the city is now the topic of the hour. While there are many persons who desire a continuance of the facilities now afforded for hylinging freight from Norristown and afforded for bringing freight from Norristown and intermediate stations into the centre of the city, there are others who own property on Ninth atreet, which they pronounce to be injured by the propinquity of a steam railroad track.

To bear testimony from all parties interested, the Railroad Committee of the Legislature, Mr Hood Chairman, held an adjourned meeting on Saturday last. At the opening of the session, Mr. Hood abbounced to those in attendance that no testimory in favor of the running of the cars was necessary; what the Committee wanted to know was the character of the objections to the privilege now epjoyed by the various railroad companies whose

enjoyed by the various railroad companies whose depots are within the built-up limits of the city.

The testimony taken was this:

Mr. James McGinley, sworn—1 reside at 713 north Ninth street; have lived there between 22 and 23 years; 1 own the property I live in; I don't know its value; I could have sold it many a time, but people said they would not live in it if they could get it for nothing; I consider the running of the steam engine cars through Ninth street well calculated to depreciate property and the remaining of the steam engine cars through Ninth street well. calculated to depreciate property, and the running of the steam cars is dangerous; they sometimes kill their own switch-tenders; if they do this, then of course it must be dangerous to strangers; a man had his feet out off two or three weeks since; my had his feet cut off two or three weeks since; my bell was rung at twelve o'clock at night, and then i was informed of the accident; there was blood on the street and pavement; in front of my house; another accident happened, but I did not see it; the engines are run faster at night than in the day time; some trains run faster than others; I seldom see the trains running in the day time, because I leave home early in the morning to attend to my business at Cornelius & Baker's; I have seen the carage out so fast from the depot that it would be dangerous for a person to attempt to jump on; the running of the trains shakes my house so that it awakens me from my sleep; the slower the trains awakens me from my sleep; the slower the trains run the londer they ring the bells; in summer time from sixty to seventy trains run each day; on Sundays three or four trains run; I kept a horse and carriage for seven years, during which time I found I could not drive to my house: I was compelled to drive into a cross street, and there await the arrival of my wife; it is not an uncommon thing to see four locomotives on the street at one time, on Sandays as well as on other days of the week; people are awakened from their slumbers early in the morning because of the blowing off of steam; I am not prepared to say where the depot ought to be erected; I think the steam eagines run-ning through the streets retard improvements; the smoke from the locomotives is a great nuisance; the houses in summer time are always filled with dust and cinders; in winter time the hot water runs from the engine house and freezes at the injet, so that the street becomes covered with ice; if I can get a house like mine in any other street where locomotives do not run I would give a thousand dollars. Cross-examined .- The accident I spoke of was

not at a public crossing; I do not know that the man was tipsy and lying on the track; I no not know of my own knowledge of any fatal accident anow of my own knowledge of any fatal accident occurring in twenty-two years; have seen horses run away; the switch tender who was killed was an old man; did not know that he occasionally drank liquor; I don't know that the danger is any greater at Coates atrest than at Montgomery avenue; a different position of the depot might require different switches; I will sell my property for the same price I gave for it; the property was built after the railroad was located; property has not advanced railroad was located; property has not advanced in price as much on Ninth street as on Eighth street; people, of course, might be killed by horse care as well as by steam trains; I am not aware that lots on Ninth street, taken up at \$i 50 per foot, are now worth \$10 per foot, had I put my more in the stock of the company in the stock of the stock

money in the stock of the company, instead of real estate, I should have made more money. Mr. Nathan Nathans, sworn—Live on Broad street, north of Cumberland; have lived in that section all my life; my present house I have occu-pied thirty years; I am a member of the bar. After explaining why he appeared before the committee he testified as fallows: I have seen the railroad in operation from its commencement to the present time; my opinion is clearly and definitely that the interests of Philadelphia, the peace and happiness of its citizens, and their health and lives, demand that the depot of the company should be placed in a more rural section west and north of Broad street, because in so doing property on Ninth street would be enhanced in value, taxes would be increased, and the owners would be more able to pay them. He had seen trains cross Broad street at twenty miles per hour. Blowing of the steam-whistles frightens horses and affects the peace of my family on Sundays and at nights. His candid opinion is that the running of the steam cars is as great a nuisance as can be found in Phi-

Cross-examined-A flagman is stationed at Broad street crossing; I own the property through which part of the railroad tracks pass; I built on Broad street; my opinion as to the speed of the cars is based upon sight—that is, looking at them; have seen accidents at Broad street from the blowing of whistles, such as horses running away, vehicles spectting; once a woman was killed on the road; she was one of my tenants; she was killed not exactly at Broad street, but about a hundred yards below it; she was not killed at a public crossing; I think the woman had a right to cross the road anywhere; if I cross the road anywhere and get killed by the train the company should be indicted for murder; I do not think it would be trespass to cross the road at any other points than the public

Mr. Alexander Gambie, residing at No 710 north Ninth street, where he has lived for thirty-five years, testified that the trains run at the rate of eight or ten miles per hour; thought the road was detrimental to property located on either side of it; consider the running of the cars a nuisance, es-pecially in case of sickness, because the houses are shaken; I live nearly opposite to the place where the man had his feet cut off, my son-in-law car-ried him from the track; my daughter said she heard a man groan before the train came along, nearly an hour before.

The question was asked of the witness whether

his daughter, in narrating the circumstance at the time of the occurrence, had not said that the man The answer was promptly given, "No, sir."

"Did'nt your son-in-law say so? "I think not."

Well, he so testified befor the Coroner's jury

impanelled in the case."
"Then, sir, he swore to what was not the truth." The witness, upon cross-examination, admitted that his trade is that of a builder, and that he could probably obtain a number of "jobs" at building in Ninth street if the railway track were removed,

Ninth street if the railway track were removed, that he cannot get at present.

Sam Fite, 715 north Ninth street, sworn—Considered the road damaging to property, and that the depot ought to be removed; the running of the cars was dangerous; could not drive his horses there; with several others, he had purchased a lot on Ninth street for the purpose of establishing a coal yard, but the lot was relinquished and a lager beer saloon has been built thereon; he was not prepared to say where the depot ought to be creeted; pared to say where the depot ought to be erected; if he were a director he should advocate its loca-Broad street, certainly above Columbia avenue, but this is simply a matter for the consideration of the company; he sometimes brought potatoes to the city, but he always had to stop his horses on Eighth street because they could not stand the locomotives; would rather have half a dozen grog-

Mr. Hood inquired whether there was anybody present to testify in regard to the Philadelphia and Trenton Railroad, Baltimore road, or Reading

shops near my property than the running of the

road.
In response to this one man replied he was here in regard to the Reading road.
"Are you against the road?" asked Mr. Hood.

Are there any other witnesses who desire to tes-

"There are," said the member of Select Council from the Twenty-second ward—Mr. W. F. Smith from the Twenty-second ward—Mr. W. F. Smith rising from a seat in the corner. "I am here, sir, for that purpose, and I think in a very few words, I can give to the Legislative Committee all the information they can possibly desire as to the damage inflicted upon private property by the running of steam cars down to Ninth and Green streets."

Mr. Hood replied that committee was convened.

Mr. Hood replied that committee was convened simply to hear evidence against the steam railroad companies running their cars through the streets. After this is heard, then evidence for the other side

may be received.

Mr. Smith said that he supposed the Committee
was appointed to inquire into the effect of the ranning of steam cars, and this being the case, he
came here this afternoon to give his evidence as a
came here this afternoon to give his evidence as a citizen who felt a common interest with his fellow citizens on this subject. He desired to give as much light on it as he could, so that the Committee

might act intelligently.

Mr. Hood referred the question to his colleagues. and they expressed a desire so hear Mr. Smith.
William F. Smith, sworn—I reside at German. town, in the Twenty-second ward; have resided there since the year 1853; have lived in Philadelphia for forty-two years; I have travelled over the

sterm railroad thirteen years, and so far as the running of the steam care is concerned it is not at all objectionable; my objection is this: the character of the houses on Ninth street twenty-five or thirty fears since was such that the improvements to be made could not keep pace, in point of beauty or value, with those on Eighth street; I do not think there have been made resided. not think there have been many houses erected on Ninth street; there were only about two squares of houses there twenty-flue years ago; there were no houses on Eighth street at that time; the house No 651 north Ninth street has eleven feet front; first story is occupied as a segar store; it is loca opposite Meion street, where the switches of the read are located; I stopped at this house to-day to see a gentleman, and, in the course of conversasee a gentleman, and, in the course of conversa-tion, was informed that the dwelling and store, though only eleven feet front, used to rent at the rate of \$14 per month; it now brings \$25 per month; the same kind of a honse and store on Eighth or Tenth street would not bring such a rent as this; my impression is that, if the depot were removed from Ninth and Green streets to Columbis avenue, it would be at a great sacrifice of time and money to the large class of persons who patronize the road; at the present time the Union line of passenger horse cars and the cars of one or two other roads facilitate travel to the present depot; it equires a shorter time to reach Germantown by the steam cars than by the horse cars, besides this, the steam cars than by the horse cars; besides this, the steam trains sometimes bring in at one time three to four bundred passengers; the horse cars could not furnish sufficient facilities for such an amount of travel; the public would be greatly inconvenienced by such an arrang-ment; thedepreof property in the Twenty-second ward be enormous and ruinous; about three would be enormous and ruinous; about three fourths of the lady passengers get into the horse cars, but nearly all the male passengers walk from the depot at Ninth and Green streets to their places

of business; perhaps twenty per cent. of the gentle-men use the horse curs running from the depot. By Mr Hood—Do you own stock in the steam ratifoad company !
A. No, sir; nor do I own stock in any railroad Suppose the running of the cars on Sunday

as stopped, how maca do you think that would epieciale property I . I do not think it would depreciate property a the least; I am opposed to the cars running on urony; my impression is that if you remove the ond that will not necessarily remove the coal-ards, for the coal cars and stone cars will have to me down even by horse-power.

Q. Can you tell why Ninth street has never been A. Very difficult. I suppose the same reason may be assigned as that in reference to Columbia evenue, which is not yet opened between Fifth and

The investigation here closed. Several petitions. numerously signed by the owners, residents, and business men on Ninth street, in favor of the steam

cars running, as conducing to business, &c., were presented to the committee.

Mr. Hood, in adjourning, said the next meeting would be held on Wednesday evening at Harris-

THE ICE BLOCKADE.-There is some appearance of a breaking-up of the ice embargo and a partial resumption of down river naviga Saturday ushered itself in wet, dreary and dismal, indulging herself in a pyrotechnic display of lightning about nine o'clock at night which she followed up with a heavy shower o rain. The exhibition indicated an unusual de-gree of caloric and a radical change in the reather, accompanied, as it was, by changes in the wind, which veered from north and porth west, boxing the compass to northeast, where it remained at 7 A. M., but changed at eleven to southwest by south, at which hour we made our first visit to the river front.

The tide was on the increase, high water occurring at 1.28 P. M. From Shackamaxon street, Kensington, the extreme line of trans river navigation, by the Kensington and Cooper's Point Ferries towards the lower line of travel, south street and Kaighn's Point, the stream was filled up with the broken fragments "crushed up" by the steamers. From Kensington, upwards, the sheet of ice was solid. The Philadelphia and West Jersey kept the debris in motion from Market on this side to Market street on the other shore, via the canal. Opposite us, near the lower point of Smith's Island, the City Ice Boat was engaged to coaling and getting up

steam for another attempt on the ice below.

At pall-past one she had succeeded in reaching a point mid-channel, off Greenwich, battiing her way against the advancing tide, as well as the abattis towards the Horseshoe, where seems to lie all the present difficulty. A brief glance at the topography of the river explains the case, Greenwich and Gloucester Points clasp the tream at its very narrowest point.

Below Gloncester stretches the Timber creek and Howell's cove fishing flats, down as far as Red Bank. Vis-a-vis with the latter lies League sland, with, as its noner terminus, the "Broad Marsh, which juts out into a kind of horseshoeshaped promontory, on which the ascending and descending ice is lodged and retained, and where the second engineer of the Juniata in-formed us the ice was from ten to twelve feet in depth. We have seen it ourselves in our skiff, in somewhat similar season, filteen to twenty

feet in "hummocks" on shore.

The Tonawanda only reached her wharf by the aid of a hawser attached to the Ice Boat. The others remained behind, utterly incapable to make headway in the channel ocened by the vessel, the floating fragments so clogging their wheels as to stop their engines. It is a pitiful sight to see so many noble boats lying along our wharves, which ought to be on their ocean

In the meantime the Atlantic has moved from her winter quarters near Richmond, but some difficulty seems to have occurred between the Flanagan, her owners, and the committee of Councils having the \$5000 appropriation in charge, for there she lay yesterday afternoon, and is likely to lie, while the City Ice Boat pursued her solitary way alone.

MEETING OF THE GRAND LODGE OF I. O. OF O. F. OF PENNSYLVANIA. - A special session of the Grand Lodge was held on Saturday even ing, at the Hall, North Sixth street, Grand Master Fling presiding. Forty-three new mem-bers were admitted, and two charters for new Lodges were granted—one to work in the German language, to be located at Third and Brown streets, the other to work in the English language, and to be located in West Philadel-

A proclamation of the R. W. G. Sire of the Grand Lodge U.S., directing that the 26th day of April, 1867, be observed by the members of the Order throughout the general jurisdiction as a day of prayer and thanksgiving, was read and referred to a committee, which reported after which the Grand Lodge closed its session

ANOTHER HONORED CITIZEN DECRASED .- One ANOTHER MONORED CITIZEN DECRASED.—One of the pioneers of the grain trade in Philadelphia, a gentleman who helped found the Corn Exchange, died on Saturday afternoon, at his residence, No. 2301 Green street. We refer to fir. Wm. M. Godwin, who, stricken with paralysis, the result of injuries received on Wegnesday last, peacefully and like a Christiae, as he was, exhaled his last breath. He was originally of the firm of Brown and Godwin, a firm that by enlightened and systematic exertions brought millions of and systematic exertions brought millions of bushels of cereals to the market of Philadelph a that otherwise would have sought another place. Mr. Godwin was a natural mathematician. He mr. Godwin was a natural mathematician. He was literally the lightning calculator of the position of chief accountant for several years past. He was sixty-three years old. His death was unexpected, and is lamented by a large circle of friends.

A NEW ENGINE. -On Saturday a new steam fire engine, built for the Washington Fire Company of Lancaster, Pennsylvania, was tried at the large plug, corner of Fifth and Washing ton streets, in the presence of a large number of firemen. Steam was generated in seven minutes: in ten minutes the gauge indicated a pressure of fifty pounds. The stream of water was thrown through a 14 inch nozzle 225 feet. Two streams were then thrown through a 14 inch nozzle a distance of 245 feet each. The engine is built upon a new plan.

THE FINAL MEETING .- The closing exercises of the Union, Meetings, held during the past ten years in American Mechanics' Hall. took place yesterday afternoon, in the presence of a large number of persons. The sermon was preached by Rev. J. G. Miller. of York, Pennsylvania, who was assisted by the Rev. William T. Eva, pastor of the Kensington Presbyterian Church. The Union Singing Society formed the choir and during the afternoon sang several choir, and during the afternoon sang several nthems with good effect.

DOINGS AT THE HAY MARKET. - The supply of hay and straw at the Farmers' Hay and Straw Market, in North Seventh street, was quite limited during last week. 450 loads of hay and 100 of straw were weighed and sold. The prices advanced a figure. Best quality timothy hay sold at \$2@2.10 oer 100 lbs.; mixed and interior at \$1.75@1.80. Straw sold at \$1.35

ELECTION BY FRIENDSHIP FIRE COM-PANY.—The Friendship Fire Company have elected the following officers for the ensuing year:—Lewis S. Rush, President; Thomas Miller, Vice-President; Moses Eckstein, Treasurer; William M. Rush, Secretary; John A. Smith, Assistant Secretary; Thomas S. Brooke, Financial Secretary. Trusices, Lewis S. Rush, William Condon, and James R. Taylor.

SLIGHT FIRES,-The alarm of fire yesterday morning, about 8 o'clock, was caused by the burning of a portion of the house No. 701 South Sixteenth street. The alarm of fire about 12 o'clock was caused by the burning of some clothing at No. 841 Marriott street, occasioned by children playing with matches.

Firm.—Between two and three o'clock on Saturday afternoon a fire broke out in the patent roofing establishment of Francis Martin, located at the corner of York and Belgrade streets, Nineteenta ward, and before the flames were extinguished the building and contents were damaged to the extent of Step.

AMUSEMENTS.

ACADEMY OF MUSIC

Family Circle. 58

Amphitheatre. 25

Proscenium Frivate Boxes. 10 00

Balcony Private Boxes. 500

Seats secured, without extra charge at the Music Citore of Charles Trumpler, corner of Seventh and Chesnut streets, and at the Academy of Music. [2 1 3] N EW CHESNUT STREET THEATRE.

N EW CHESNUT STREET THEATRE.

SEVENTH WEEK OF THE
TRIUMPHANT SUCCESS OF

MR. AND MRS. BARNEY WILLIAMS,
MONDAY EVENING, February 4,
FIRST TIME IN THIS CITY
of the new Drama, in three acts, entitled

THE SHAMROCK;
OR, THE FLOWER OF ERIN.
Produced with new and beautiful Scenery by R. S.
Smith, appropriate Music, etc.
Mr. BARNEY WILLIAMS as PAT MALLOY,
Mrs. BARNEY WILLIAMS as MAGGIE MAGUIRE.
To conclude with the Capital Farce of
THE WINDMILL.
SATURDAY-GRAND FAMILY MATINEE.

WALNUT STREET THEATER

W ALNUT STREET THEATRE,
W N. E. corner of NINTH and WALNUT Streets.
Commences at 75s.
THIS (Monday) EVENING, February 4,
EXTRA COMEDY AIGHT.
THREE SPLENDID PIECES.
J. B. ROBERTS as DUKE ARANZA,
in Tobias' celebrated Comedy of
THE HONEY MOON:
OR, HOW TO RULE A WIFE,
Webster's splendid Comedy, in three acts, of
GRALDA;
OR, THE INVESIBLE HUSBAND,
and the Laughable Comedicia of
NATURE AND PHILOSOPHY,
TUFSDAY—Benefit of CHARLES WALCOT, JR.

M RS, JOHN DREWS NEW ARCH STREET

M. RS. JOHN DREW'S NEW ARCH STREET
THEATRE. Begins at 7% o'clock.

HOUSES CROWDED WITH JACK AND GILL.

THIRD WEEK OF G. L. FOX.

TONIGHT AND EVERTY NIGHT,

JACK AND GILL.

Mr. G. L. FOX. as the Clown.

Supported by C. R. FOX., Mad'tie MARTINETTI,

and Master Calligne.

Mrs. E. D. Wallace's Farce of

THE WAGER.

FRIDAY, BENEFIT OF MR. G. L. FOX.

G. L. FOX in a speaking part, with

JACK AND GILL.

SATURDAY, JACK AND GILL.

FOX'S AMERICAN VARIETY THEATRE. TIMMINSE ATTRACTION.
FOX'S COMBINATION TRGUPE
EVERY EVENING.
GRAND CORPS DE BALLET COMIC PANTOMIME
ETBIOPIAN BURLESQUE, COMIC PANTOMIME

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A Splendid Assortment of COSTUMES AND PROPERTIES

FOR MASQUERADES, Are offered to the attention of the ball-going public at this gay and festive season, at the

COSTUMERY Of I wenty-five Years' Establishment, No. 917 RACE Street, North Side. Every effort will be made to please the taste of thos

who attend the Carnival Balis of the season. Masks of every description for sale. W. C. DESMOND. No. 917 RACE Street.

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CARNCROSS & DIXEY'S MINSTREES, the Great Star Troupe of the World, in their GRAND ETHIOPIAN SOURCES, SONGS, DANCES, NEW BURLESQUES, and PLANTATION SCENES.

Doors open at 7 o'clock. Commencing at 8 o'clock. 8 30

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This is the largest retail establishment in this line in
Philadelphia and citizens and strangers will find it to
their advantage to examine our stock before purchasing.
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If you have corrupt, disordered, or vitated blood, you are sick all ever. It may appear as pimples, sores, or as some active disease, or it may only make you feel lan guid or depressed; but you cannot have good hearth if your blood is impure. Dr. Rose's Alterative removes all these impurities, and is the remedy that will restore you to health. is unequalled for the cure of all discuses of the g'ands, scrofula, tubercular consumption, and all cruptions of the skin. Price 81 Sole agents.

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DR. DYOTT'S ITCH OINTMENT will cure every form of itch, and is superior to any other remedy for the cure of that disagreeable and tormending complaint. Price 25 cents. Sent per mail, 40 cents. DYOT & CO., No. 232 Forth SECOND Street.

DR. J. S. ROSE'S EXPECTORANT. For the cure of consumption, coughs colds, asthma catarrh influe Za. splitting of blood, bronchitis, and aldiseases of the lungs.

This syrup having stood the test of many years'experience as a new year irrita ion or any inflammation of the lungs to out, or brouchia is scanowledged by all to be a remedy superfor to any other known compound used for the relief and cure of coughs and convention. Frice \$1. Note agents.

sumption. Price \$1. Sole agents. No. 232 North SECOND Street. 9.5 6m

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1867, the
SUPERB SIDE-WHEEL STEAMER

COSMOPOLITAN, of 779 tons; length, 225 feet; breadth of beam, 31 feet; depth of hold, 13 feet; cylinder, 50 inches and 11 feet stroke.

A rare opportunity is afforded, in the sale of this steamer, to persons desiring to purchase a really first-class vessel.

She is of light draught, the engine and boiler are in most excellent condition, and the hull perfectly sound and strong.

It is believed that, for size and build, the COS-MOFOLITAN surpasses any vessel hitherto offered by Government for sale at this port. Terms-Cash, in Government funds, on day of

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THE SAFE DEPOSIT COMPANY,

The Fidelity Insurance, Trust and Safe Deposit Company, for the Safe Keeping of Bonds, Stocks, and Other Valuables.

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Office in the Fire proof Building of the Philadelphia
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This tompany receives on deposit, and GUARANTEES THE SAFE REEPING OF VALUABLES upon
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DEIRCE'S PATENT SLATES Warranted superior to any others in use.

LIGHT: NOISELESS: DURABLE::: Cannot be broken by , alling, and Never Become Glossy.

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These States have been unanimously adopted by the Board of Control for use in the Fabile Schools of Philadelphia. and also by the school anthorities of Battimors and Washington. Also

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MEDICAL BOARD FOR THE EXAMINATION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISTANT SURGEONS.
BUREAU OF MEDICINE AND SURGERY,

NAVY DEPARTMENT. A Board of Medical Officers is now in session a the NAVAL ASYLUM. Philadelphia for the examnation of candidates for admission into the Madical Corps of the Navy. Gentlemen desirous of appearing before the Board must make application to the Honorable Se

of the Navy, or to the undersigned, stating residence, place and date or birth Applications to be accompanied by respectable testimomals of moral Candidates must not be less than twenty-one nor

more than twenty six years of age. No expense is allowed by the Government to can-dicates at ending the sessions of the Board, as a successful examination is a legal pre-requisite to-appointment in the Navy. The many vacancies existing in the Medical Corps maure immediate appointments to successful candi-

P. J. HORWITZ. Chief of Bureau 1 8 tb10t

PROPOSALS.

LAY, the Est cay of February 1867, at 12 o'c.o.s., for furnishing the Ist 1867 or furnishing the Ist 1867 or furnishing the Ist 1867.

In pursuance of the fourth section of the act entitled "An act to turtler regulate the printing of the public decuments and the purchase of paper for the inblic triming," approved on the 27 hol July, 1866 Scaled Propo als will be received until WEONE DAY, the 18th day of February, 1867, at 12 o'c.o.s., for furnishing the Paper for the Public Printing until the Elst cay of December, 1867, the said froposals to be opered to ore and the award of contracts to be made by the Joint Committee of Congress on Public Printing to the lowest and best bidder on Public Printing to the lowest and best bidder for it contensa. The subjected checkule specifies, as nearly as can

be accertained the quantity of each kind of caper that will be required; but contracts will be entered into lot all that may be needed during the year, are CLASS I - UNCALENDERED PRINTING

12.000 reams of fine Printing Paper, uncal intered. measuring 24x58 inches, and weighing forty-live counds to the ream of 500 sheets. CLAC S 2.—CALENDERED PRINTING PAPER.

CLASS 2.—CALENDERED PRINTING PAPER, 8000 reams of superine calendered Printing Paper, measuring 24x35 inches, and weighing fitty-three rounds to the ream of 500 sheets.

CLASS 3.—SIZED AND CALENDERED PRINTING PAPER.

1000 reams superine Printing Paper, hard-sized and super-calendered measuring 24x32 inches, and weighing forty-five pounds to the ream o, 500 sheets.

CLASS 4.—MAP PAPER.

1000 reams superfine map paper sized and calendered, of such size as may be required, corresponding in weight with paper measuring 19x24 inches, and weighing twenty-one pounds to the ream of 500 sheets. CLASS o.-WRITING PAPERS (TO BE OF ANY

KEQUIRED WEIGHT).

30(0 reams Quario Post, 10x16 inches,
3000 reams Fra cap, 15x16; or 14x17 inches,
2000 reams Donule Cap 164x26, or 17x28 inches,
2000 reams Demy, 16x26; inches,
2000 reams Double Demy, 20x23 inches,
2000 reams Jouble Demy, 20x23 inches, 2000 reams Fo to Post, 17x22 inches. 20 0 reams Double Folio Post, 24x34 inches. 1000 reams medium 18x23 inches.

1000 reams medium 18x20 inches.
1000 reams royal, 19x24 inches.
500 reams super royal, 20x28 inches.
5000 reams imperial, 223x31 inches.
5000 reams of any required size not enumerated above, and not exceeding 21x40 inches.
CLASS 6-PAPER FOR POST OFFICE BLANKS
(ENGIAE olZED).
400 reams measuring 22x34 inches, weighing 40 bounds per ream.

cunds per ream. 1700 reams measuring 26x32 inches, weighing 48 counds per ream. 1200 reams measuring 25x30 inches, weighing 52 pounds per ream.
100 reams measuring 18x18 inches, weighing 22 pounds per ream. 400 reams measuring 18x21 inches, weighing 24 rounds per ream.

Proposals will be received for the whole quantity

repleats will be received for the whole quantity or any portion, not less than one thousand reams, of the papers designated in Classes 1 and 2, and for the whole quantity or any portion of the papers designated in Classes 5 and 5, being not less than one-fourth. Samples of the quarties of all the papers, in all the classes, will be furnished upon application at this office, and the succession bidgers will be received. I be required rigidly to conform to the samples Fach cass will be considered separately, and be

subject to a s-parate contract, but bidders may offer for one or more of the classes in the same proposal. No proposal will be considered unless accompanied be a guarantee that the ounder or budders if his or their proposal shall be accepted, will enter into an obligation, with good and sufficient sureties, to fur-hish the articles proposed for; and e ch proposal must be accompanied by satistactory evidence that the person or persons making said proposal are manufacturers of or dealers in the description of person, but he or they propose to furnish

manujacturers of or dealers in the description of paper which he or they propose to furnish.

All the paper in the several classes must be delivered at the Government Prining Office, in the city of Washington (except classes, which must be delivered at Buffalo, N. Y.), in good order, free from all and every extra charge or expense, and subject to the inspection, count, well ht, and measurement of the Superintendent, and be in all respects satisfactory.

The supplying of an interior article in any of the classes, or a faiture to supply the quantity required at any time, will be considered a violation of the contract.

Blank proposals will be turnished upon application at this office, and no proposal will be considered which does not conform exactly therewith. Proposals will be endorsed on the envelope "Proposals for Paper," and addressed to the Joint Committee on Public Printing, either to the care of Hon. H. B. Anthony, Chairman of the Senate Committee on Printing; Hon. A. H. Laffin, Chairman of the House Committee on Printing; or C. Wendell, E.g., Superimendent of the Public Printing, Washington, D. C.

By direction of the Joint Committee of Congress on Public Printing. C WENDELL, 1 21 20t Superintendent of Public Ponting.

PROIOSALS FOR CONTINUING DELA-WARE BREAK WAIER.
UNITED STATES ENGINEER OFFICE,
No 209 S SIXTH Street.
PRILADELPHIA. Pa., January 21, 1867
Scaled 1 roposa s, in duplicate, with a copy of tais
advertisement attached to each, will be received at
this office until the 23d of February, 1867, for the abor necessary to put in position about sixty-seven thousand do lars (\$67,000) worth of Stone at the Delawsie Breakwater.

Four-fifths of the stones are to be in irregular

b ocas, each of from two to five tous or thereabours in weight; one-fifth in blocks of less than two tons; all stones aid dry.

Bidders to turnish their own machinery, boats, buoys, etc., and whatever may be requisite to receive and put the stones in piace.

The work at all times to be subject to rigid inspection by the Engineer and his agents, and not to be paid for until approved by him or them.

A deduction of 15 percentum on partial payments will ten ade until the completion of all the labor.

The labor of putting the stones in place to commence on or about the 15th of May and to be compie ed by the 15th of September, 1867.

Bidders will state in their proposals the rate of labor per ton of 2240 lbs. at which they will put in place the stones de ivered them at the Breakwater.
Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as

the gustantee, and who should be certified to as being good and sufficient security by the United States District Judge, Attorney, or Collector, or other public officer.

Increase to be indered "Proposals for Labor for Denaware Breakwater"

Bids will be opened at 12 o'clock M., on SATURDAY, the 23d of February, 1807, and oldders are invited to be present.

For further particulars, apply at this office,

C. SEAFORT SIEWART,

1 Sith stult Major of Eng's and Byt Lt.-Col.

AVYSUPPLIE NAVY DEPARTMENT.

BUREAU OF PROVISIONS AND CLOTHING,
January 12, 1867.

Separate Proposals, scaled and endorsed "Proposals for Nay, Supplies," will be received at this Bureau until 2 o'clock on TUESDAY, the 12th day of February next, for furnishing and delivering at the United States Navy Yards at New York and Boston, on or before the 1st day of April next, the quantities of the different articles specified in the tollowing list; two thirds to be delivered at New York and one-thire at Boston, viz.:

New Navy Beel, 5000 barrees, per barrel.

New Navy Bect. 5000 barrees, per barrel.
New Navy Fork. 6000 barrees, per barrel.
Rice, 100,000 pounds, per pound.
Dried Apples. 100,000 pounds, per pound.
Engar. 2.0,000 pounds, per pound.
Toa, 40,000 rounds, per pound.
Coffee, 100,000 pounds per pound.
Beans, 5000 bushels, per bushel.
Moiasses, 20,000 gallons, per gallon.
Vinegar, 20,000 gallons, per gallon.
Bids will be received for oue-tourth, one-ha'f, three-fourths, or the whole of the quantities named, and those only will be accepted which are considered for the advantage of the Government.
All the articles contained in the above list must be equal to the Navy standard, and pass the usual inspection.

be equal to the Navy standard, and pass the usual inspection.

For a description of the articles and the packages to contain them, binders are referred to the samples at the said Navy Yards; and for information as to the laws and regulations (in pamphlet form) resarding contracts, to the offices of the Commandants and I aymasters of the several Navy Yards.

Imported articles will be received in bond free from duty, and no internal revenue tax will be chargeable upon any of the above articles.

Every orier must be accompanied by a written guarantee signed by one or more responsible persons, to the effect that he or they uncertake that he bridger or hinders will, it his or their bid be accepted, enter into an obligation within five days, with sood and sufficient sure ies, to turnles the supplies proposed; the competency of the suarantee to be certified by the Paymaster. District Attorney, or Collector of the Customs.

No i recoval will be considered unless accompanied by such suarantee, and by safefactory evidence that

by such guarantee, and by safi-factory evidence that be bidder is a regular dealer in the articles, and has the license required by the Act of Congress. H. BRIDGE,

Chief of Bureau. 1 14 m4t

PRUPOSALS

DEOPOSALS FOR ARMY TRANSPORTA-

PION.
QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON D. C. January 15 1867.
Sealed Proposals will be received at this office
until 12 o'clock M. on the 28th of February, 1867,
for the transportation of Mintary Supplies, during
the year commencing April 1, 1867, and ending

the year commencing April 1, 1867, and ending march 31, 1868, on the following routes:—

ROUTE NO. 1

From Fort McPherson, Nebraska ferritory or such parts as may be determined upon during the year on the Omaha branch of the Union Pacific Ruiroad, west of Fort 3 cPherson or from bort Laramie. Dakotah Ferritory, to such posts or slepot, as are now or may be established in the Territory of Nebraska west of surgitude 102 deg., in the 1-rit ory of M intaka, sou hio! latinude 40 deg., in the certitory of Dakotah, west of longitude 104 deg., in the certitory of Dakotah, west of longitude 104 deg., in the certitory of Idano, outh of latitude 44 deg. and est of longitude 114 deg. and in the Ferritory of Edano, outh of latitude 40 deg., in the certitory of Route 114 deg. and in the Ferritory of Route II4 deg. and in the Ferritory of Route II4 deg. and in the Ferritory of Colorado morth of tattude 40 deg., including, if necessary, Denver City.

From Fort Riley, State of Kan as or such points as may be determined upon during the year on the Union Pacific Railriad. E. D. to any posts or depote that are now or may be established in the State of Kansas or in the firstory of Colorado, south of 40 degrees morth, and to For Union, New Mexico, or other depot, that may be designated in that Ferritory, and to any other point or points on the route.

ROUTE No. 3.

From Fort Union or such other depot as may be established in the territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may te designated in the Territory of Arigona, as may te designated in the Territory of Arigona. and in the State of Texas west of longitude 105

From St. Paul, Minne-ota to such socia as are now or may be established in the State of Minnesota, and in that corners of Dakotah Territory lying east of the Missouri river.

The weight to be transported during the year will not exceed, on Route No. 1 80,000 000 pounds; on Route No. 2 20 000 000 pounds; on Route Ne. 3, 8 000 000 pounds; and on R ute No. 4, 3,500 000 topping.

pounds.

Froposals will be made for each route separately. Bidders will state the rate per 100 pounds per 100 miles, at which they will transport the stores in each month of the year, beginning April 1, 1867, and ending March 31 1868.

Bidders should give their names in tull, as well as their paces of residence, and each proposal should be accompanied by a bond in the sam of ten thousand (\$10,000) dollars, signed by two or more restoushed persons, guaranteeing that is case a contract is awa ded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into, and gons and sufficient security lumished by said party is accordance with the terms of this advertisement.

The contractor will be required to give bonds in the following amounts:—

the following amounts:—
On Reute No. 1, \$250,000.
On Route No. 2 \$200 000.
On Route No. 3, \$100,000.
On Route No. 4 \$50,000
Satisfactory evidence of the following and solvency of each budger and person offered as security with be required.

required. Proposals must be endorsed 'Proposals for Army Transportation on Route No. 1 2, 3 or 4," as the case may be, and none will be entertained unless they fully comply with the requirements of this ad-

The party to whom an award is made must be prepared to execute the contract at once and to rive the required bonds for the faithful performance of The right to reject any and all bids that may be offered is reserved.

The contractors on each route must be in readiness for service by the la day of Apri 1867 and will be required to have a place of business or avency at be required to have a place of business or aveney at which he may be communicated and promptly and readily for Route No 1 at Omaha, N T; for Route No 2 at Fort Ri ey Kansas; for Route No 8 at Fort Union, New Mexico; for Route No 4 at saint Faul, Minnesota, or at such other point for each of the several routes as may be indicated as the starting point of the route.

Blank forms showing the consistents of the construction of

ract to be entered into for each rou e can be had on application at this office, or at the office of the Quar-termaster at New York, Saint Louis, Fert Leaven-worth, Omaha, Santa Fe, and Fort Snelling, and must accompany and be a part of the proposal for over of the Quar grounsier short. By order of the Quar ermaster-leen rat.

1 19tF28] ALFXANDER BLISS,
Brevet colonel and Assistant Quartermaster, U.S. A.

DROPOSALS FOR NEW JAIL -DEPART-MASHINGTON January 24, 1867.

Scaled Proposals will be received at this Department until 12 o'clock at. on MONDAY, the 4 n of March 1867, for the erection of the Jistin and for the District of Commbin, author zed and provided for the least of Commbin, author zed and provided tor by the act of Congress approved July 25, 1866. The designs, Cetair drawings, and specifications can be seen at the architect's office, in the eastern grounds of the Capi of, Washington city, every day, except Sundays, between the hours of 9 A. M. and 3 s of 9 A. M and

except Sundays, between the hours of 9 A, M and 3 P. M on and after the 28th instant
Separate bids will be received for the masonry
work, brick work, iron work and carpentry work.
The contractor whose his may be accepted will be required to enter into a sufficient bond, to be approved by the Secretary of the Interior, for the inithal completion of his contract. Payments will be made as the work progresses, on estimates certified to by the architect, cut twenty per centum of the estimates will be retained until the contract is

contract will be awarded to the lowest responsible bidder, but the Department reserves the right to reject any or all of the bids, should it be deemed for the interest of the Government to The bids will be opened at noon on the 4th of

The bids will be opened at noon on the 4in or March next, in presence of such or the budgers as may choose to attend.

Froposals should be endorsed on the envelope "Proposal for New Juli," and be directed to the "Secretary of the Interior, Washington, D. C."

O. H. BROWNING, Secretary of the Interior. 1 26 e6t

PROPOSALS FOR CONTINUING DELA-UNITED STATES ENGINEER OFFICE, No. 209 SOUTH - IXTH STREET,

No. 209 South - IXTH STREET, PHILADELPHIA. January 7, 1867. Scaled Proposals, in duplicate, with a copy of this advertisement attached to each, whi be received at this office until the 21st of February, 1867, for stone to the amount of 867,000 (sixty seven shousand dollars), for the Delaware Breakwater.

The stone to be of the hardest and most durable until the delayers to approximate the seven seve quality; the delivery to c. mmence on or about the 15th of May, and to be completed by the 15th of heptember, and the weekly delivery to be as nearly as possible uniform. as no side uniorm.

Of the total amount of stone, four-fifths are required to be in blocks of not less than two tone, and one-fifth in blocks of upwards of one-fourth of a

I ne stones will be subject to rigid inspection, and The stones will be subject to risid inspection, and will be received or not, as the Engineer, or his asents shall find them to accord, or not, as to quality and size, with the above description.

Each lid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security, by the United States District Judge, Attorney, or Collector, or other public officer. other public officer.

A reservation of ten per centum on partial payments will be made during the delivery of the

Envelopes to be endorsed, "Proposals for Stone First Openware Breakwater."

Bids will be opened at 12 o'clock M., on THURS-DAY, the 21st of February, 1867, and bidders are

invited to be present.

For further information, apply at this office.

C. SEAFORTH STEWART,

18 tuths 6w

Msj. Eng. and Bvt. Lt.-Col.

GOVERNMENT SALE-The property known as the GOVLENMENT TANNERY AND STEAM SAW with seventy-rive acres of land, near SAN ANTONIO;

with seventy-hydrocolors. Scaled proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of ano, more or less, together with the buildings erected thereon, and the appurtenances apperraning, that is to say:

One Tannery, containing twelve stone lime vais, the wooden vate, seven stone pools, and capable

fitts-two wood n vats, seven stone pools, and capable of tanning 15,000 hides per annum. One Steam Saw Mill, capable of sawing 3000 feet

One Steam Saw and, capable of sawing 3000 feet of lumber daily.

One small Stone Building.

The above property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement.

The laid was purchased and improvements made by the laid was purchased and improvements and

The land was purchased and improvements made by the late so called confeder to Government, and are established to have cost \$150,000 in gold.

The property has been under lease for the year 1868, as a monthly rent of \$500, payable in advance. A secured title in fee simple wail be given by the United States Government.

Froposals will be marked, "Proposals for Government Tannery and Saw Mill," and addressed to J. B., KIDDOO,

By't Maj.-Gen. Asst Com'n, Bureau R. F. and A. L., Galveston, Iexas.